

a lovely piece and wrote on it, 'As the Father has loved me, so I have loved you. Remain in my love.' I gave it to Ann, and she kept it all these years since." Sister Joan's story illustrates to those of us privileged to know her: to her core, the essence of Love. May Sister be granted eternal rest for her life of abiding good deeds.

REMEMBERING ENSIGN ROBERT W.  
LANGWELL

HON. MIKE PENCE

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 1, 2010

Mr. PENCE. Madam Speaker, nearly sixty years ago, Ensign Robert W. Langwell gave his life in service to our great Nation. Shortly after hostilities began in the Korean War, Ensign Langwell was lost at sea when his Navy minesweeper was sunk off the coast of South Korea. On behalf of a grateful Nation, I wish to thank members of the Korean government and U.S. military who were instrumental in recovering the body of Ensign Langwell. After decades of fruitless searching, he will finally receive the burial he deserves when he is laid to rest with full military honors in Arlington National Cemetery on July 12, 2010.

Ensign Langwell was a native of my hometown—Columbus, Indiana—who served in both World War II and the Korean War. He later moved to Indianapolis where he graduated from high school, and then served two years in the Navy during World War II, including time at Pearl Harbor. Upon his return, Ensign Langwell attended Indiana University where he graduated with a degree in marketing. He was later called to serve in the Korean War before passing away in October 1950 at the age of 26.

I offer my sincere condolences to David Parker, first cousin; Jerry Redford, Phyllis Johnson, and Brenda Showalter, all second cousins; Mary Parker, aunt; Jim Parker, first cousin; Nancy Cook, first cousin; John Parker, first cousin; and Karen Sprauer, second cousin. While Ensign Langwell's young life was tragically cut short, his valiant sacrifice is not forgotten.

CONFERENCE REPORT OF H.R. 4173,  
DODD-FRANK WALL STREET RE-  
FORM AND CONSUMER PROTEC-  
TION ACT

SPEECH OF

HON. RUSH D. HOLT

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 30, 2010

Mr. HOLT. Mr. Speaker, I rise in support of the Wall Street Reform and Consumer Protection Act.

I frequently talk with central New Jersey residents who are frustrated with the reckless way Wall Street and big banks gamed the system with exotic financial schemes, while families and small businesses paid the price.

Wall Street reform will protect consumers from deceptive business practices and hidden fees through the creation of a Consumer Financial Protection Bureau. Reform also will

protect homebuyers from some of the worst predatory lending practices that contributed to the financial meltdown of 2008.

Reform finally will restore accountability to Wall Street. Banks no longer will be able to gamble with depositors' savings for their profits. Unregulated derivatives—called "financial weapons of mass destruction" by Warren Buffett—will now be traded in the open. Stockholders will vote on executive pay. And hedge fund managers will have to come out from the shadows and register with the Securities and Exchange Commission.

Reform will prevent taxpayer-funded bailouts of financial giants, establishing an orderly process for liquidating failing companies that will be paid for by their investors and creditors—not taxpayers.

While no bill is perfect, this is the strongest reform since the Great Depression. It will put the cops back on the beat on Wall Street and will help give Americans confidence that the system works for individuals, families and small businesses—not big banks.

COMMENDING RESTORATION AND  
PRESERVATION OF "FAME"

HON. JOHN B. SHADEGG

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 1, 2010

Mr. SHADEGG. Madam Speaker, I rise today to commend the restoration and preservation of the 40-foot gaff rigged schooner, *Fame*, a piece of nautical history, and one of America's maritime treasures.

*Fame* is a 1910 Schooner rigged daysailer that was designed by B.B. Crowninshield, a naval architect from Boston, Massachusetts, and built by Rice Bros. Co., East Boothbay, Maine. In designing *Fame*, he wanted to create "the largest and fastest boat he could handle and take care of alone." *Fame* is also noted to be the sister vessel to *Fortune*, a 50 foot schooner built in 1925, also designed by B.B. Crowninshield.

*Fame's* second owner was Theodore (Ted) M. Dunlap, who in partnership with Fred W. Weston, purchased her in 1926. Dunlap, known as "The Commodore," taught many young people to sail aboard *Fame* in the waters of Lake Michigan. Three Lake Michigan clubs have named trophies after *Fame*, and she is well known along its shores.

At one point in her history, *Fame* had been in dire need of repair, and was auctioned off to Ray Kazlas and Gint Karaitus, who began her rehabilitation. In the 1990s, her next owners continued fixing the aged schooner. Unfortunately, in 1995, on a passage from Chicago, Illinois, to Racine, Wisconsin, *Fame* sank when she took on water from large waves and her pumps failed. Luckily, she was quickly raised.

Thanks to the steadfast vision and immense generosity of her most recent owner, Dennis Conner, the famous racing skipper and four time winner of the America's Cup and seven time yachtsman of the year, *Fame* has once again made a comeback. Mr. Conner previously restored the 80-year-old Q boat, *Cotton Blossom II*.

According to some classic yacht enthusiasts, *Fame* has once again been restored to her original beauty. *Fame* will celebrate her

100th Birthday at the San Diego Yacht Club, in San Diego, California, on Sunday, July 11, 2010.

Madam Speaker, I ask that you and my colleagues in the House of Representatives join me in recognizing *Fame*, in her centenary year. It's with *Fame's* restoration and preservation that she will be again admired by yachting enthusiasts and maritime historians now and in the future.

SECURE ALL FACILITIES TO EF-  
FECTIVELY GUARD THE UNITED  
STATES AGAINST AND RESPOND  
TO DANGEROUS SPILLS ACT

HON. C.W. BILL YOUNG

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 1, 2010

Mr. YOUNG of Florida. Madam Speaker, seventy-one days have passed, and the oil spill response and containment effort in the Gulf still lacks clear direction. As we've seen by the failure of the blowout preventer in the BP disaster, an uncontrolled discharge of oil is truly a worst-case scenario that oil companies and the Federal Government should be required to have an established plan for. I rise today to introduce the Secure All Facilities to Effectively Guard the United States Against and Respond to Dangerous Spills Act of 2010, or the SAFEGUARDS Act, legislation to prevent and respond to future disastrous oil spills by addressing some of the systematic breakdowns which led to the BP Deepwater Horizon catastrophe.

We are currently witnessing the disastrous effects an uncontrolled discharge of oil has on the fragile environment of the Gulf of Mexico. While the National Environmental Policy Act (NEPA) has established specific safeguards for take into account the effects that drilling has on our environment, BP was permitted categorical exclusions from these requirements. No oil company should be exempt from addressing the environmental impact that their drilling activities impose. The SAFEGUARDS Act will ensure that NEPA requirements are not ignored again by, first, prohibiting categorical exclusions from NEPA, and, second, extending the time period regulatory agencies have to review oil explorations proposals. Regulatory agencies currently have only a 30-day period to review extensive and intricate drilling proposals, however this bill will give regulatory agencies up to 150 days to ensure exploration plans are properly reviewed.

Not only was BP granted exemptions from environmental standards, they were also allowed to move forward without a prepared response plan for the failure of the blowout preventer. The SAFEGUARDS Act addresses problem by requiring all oil spill response plans to account for a true worst possible scenario, including the uncontrolled discharge of oil resulting from the failure of a blowout preventer or other containment devices.

The oil disaster in the Gulf has also brought much attention to the leadership and organization of the response and containment efforts currently in place. While the Coast Guard is ultimately responsible for leading the government's response to an oil spill in America's coastal waters, they are not required to approve oil spill response plans submitted by oil